

RUTLAND HISTORICAL SOCIETY

Quarterly

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Rutland - 1959

RUTLAND CELEBRAMA

RUTLAND HISTORICAL SOCIETY



AUGUST 8 & 9, 1959
RUTLAND, VERMONT



RUTLAND EXCHANGE CLUB

Above is the cover of a publication by the Rutland Exchange Club in 1959. This was recently found in the archives of the Rutland Historical Society. It appeared filled with so much little known information that it seemed appropriate to publish excerpts from it for the public.

Rutland, the crossroads of northwestern New England, is wealthy in all the attributes which make for gracious and satisfying living, working and playing. Drawing on a heritage of integrity, resourcefulness and stability, Rutland rightfully takes its place in the forefront of communities which are "just plain good to be in."

This booklet is no wise an attempt to give the complete history of Rutland, nor to expound the many qualifications which give the area an ideal climate for the growth of business, nor do we attempt either, to outline the limitless attractions which make family and community living downright enjoyable. Rather, in the limited time available, this is a quick look at some of the many civic organizations and industries who have pledged their efforts for the continuing growth and prosperity of our home town.

We don't know what useful purpose this booklet might serve. We had a lot of fun putting it together, and only hope that you might find a few moments of enjoyable reading.

Rutland Exchange Club

The Rutland Exchange Club expresses its sincere appreciation for the kind assistance and support extended to it by the Mayor of Rutland, the City Council, Airport Commission, Airport Manager, the Vermont National Guard, Radio WHWB, and the many industries and friends who have untiringly given of their aid and guidance.

RUTLAND CITY COUNCIL

William H. Foley, PRESIDENT

Joseph A. Abel

Howard Douglas

Jack Barrett

Bernard Kazon

John Carrigan

James McNeil

Arthur Crowley

Joseph Paul

John Daley

Hurley Pfenning

AIRPORT COMMISSION

Donald C. Noyes, *Chairman*

Peter Val Preda

Albert A. Cree

Airport Manager:

Fred Greenwood

The Airport Commission has been untiring in its efforts to bring to Rutland a modern transportation facility. In this day of jet travel a community without air transportation is soon lost in the struggle for commercial survival. The present fine runways and other facilities, which are but the first step in the growth of Rutland's air traffic, are the result of many hours of planning and promoting by the commission. With continued support Rutland will soon add another gateway to the crossroads of northwestern New England.

C E L E R A M A

AUGUST 8-9, 1959

SCHEDULE OF EVENTS

12:00 ARRIVAL OF AIRCRAFT AND OPENING OF SHOW

2:00PM DEDICATION OF AIRPORT

Dan J. Healey, Mayor of Rutland

4:15PM JET FLYOVERS

134th Fighter Interceptor Squadron

Vermont Air National Guard

4:30PM CHICKEN BARBECUE

Sponsor: Cairo Temple Shrine

8:30PM RAMP DANCE

Sponsor: Vermont Wing C.A.P.

MILITARY EQUIPMENT

Courtesy: Vermont Army National Guard

RUTLAND AIRPORT CHRONOLOGY

- First "airport" was a field which today would hardly be called a "landing strip" west of Otter Creek and south of River Street bridge—a field that was part of "the old Temple farm."
- Next came "Wilson Field," so-called, lying south of the city line between Route 7 and the Bennington Branch of the Rutland Railway—tile drained to keep it firm, level and believed suitable until, with prospect of federal aid the regulations then prevailing decreed that east-west as well as north-south runways would be required and there was no room for such at Wilson Field.
- Federal aid, and some state aid, became probable as well as possible in 1940 as the war clouds in Europe threatened to spread. From then on the story goes like this:

- Sept. 9, 1941— At a special city meeting the citizens approved \$25,000 with which to buy some 381 acres of land on which the federal government proposed to spend \$422,000 for construction of the airport.
- 1942-1943—Construction under way with the job done and the airport turned over to the city in September, 1943. Meanwhile voters approved funds for construction of a hangar.
- 1944-1945—Airport used, and managed, by a private flying school under contract with the city. Hangar construction delayed by wartime shortages of materials but two small “T” hangars were built. Construction of a big hangar finally began in 1945.
- 1946—Terry Air Transport began regular and “unscheduled” daily service to and from New York in May—Rutland’s first commercial air transportation. Then, in August, Colonial Airlines inaugurated scheduled daily stops on its New York-Montreal line—continued since then by Colonial and its successor, Eastern Airlines. Shortly after scheduled service began, Terry’s flights were abandoned. The main hangar was dedicated during the summer.
- 1950—A major overhaul and repair of the lighting system at the airport was done.
- 1952-1953—Flashing beacons were installed on nine hills and radio homing beacon north of the city, operated by Colonial but purchased by the city, was put in operation—all to bring closer the time when all-weather service can be possible. Northeast Airlines began in the fall of 1953 a one-year “experimental” daily service to Boston.
- 1953-1954—New navigation facilities and lighting, resurfacing of the north-south runway and other betterments were made at a cost of \$29,000 of which the city paid \$9,000, federal aid and state aid the balance. Northeast, its schedule failing to provide convenience or much time-saving to Boston, quit its service here.
- 1955—President Eisenhower arrived June 22 to attend and speak at the Dairy Festival, his plane landing at the airport before noon. In December, the city applied for federal aid toward runway extension.
- 1956—After once being rejected, a bond issue of \$96,100 was approved by the voters at a special city meeting May 7, to match state and federal aid for land purchase and construction of a 1,000-foot north-south runway extension.

- 1958—Construction of the extension began in September. Yearly traffic in addition to private and business flights has exceeded 5,000 passengers arriving or departing and more than 10 tons of mail, express and freight.
- 1959—August 8, rededication of the Rutland Airport which now represents an investment by the city, state and federal governments of over a million and a quarter dollars.

VERMONT NATIONAL GUARD

Army and Air

MAJOR GENERAL. FRANCIS W. BILLADO

Adjutant General Vermont National Guard

The defense of the United States is the daily job of the active components of the armed forces. To secure this defense in the event of action by an aggressor, this nation has many reserve forces which are readily available. The largest of these in a ready reserve status is the National Guard of the United States, numbering almost 460,000.

The guard has two components, Army and Air, both of which are agencies of the Department of the Army and the Department of the Air Force, respectively.

Each of the United States and its territories has National Guard troops of its own. The units within a state have a two-fold mission: 1) to maintain combat readiness in the event of a national emergency and 2) to provide the state with a trained force to maintain peace and preserve life and property.

The State of Vermont has raised its own troops from the days of Ethan Allen to the present. Militiamen carried muskets in the 18th century and their military descendants, the Vermont Army and Air National Guardsmen, fly jets, drive tanks and fire rocket launchers.

A milestone in the Vermont Army National Guard was reached this year when it was organized under the Pentomic concept. This concept adapts ground troop organization to atomic or conventional type war. The new organization brought tanks, armored personnel carriers, and other new weapons into the state. Materially affected were the units in the Rutland area.

These Guardsmen formerly were infantry and artillery and were part of the 43rd Infantry Division. With reorganization, they were changed to the 3rd Reconnaissance Squadron, 102d Armored Cavalry. It performs light armored force reconnaissance, security and light combat missions. This is accomplished with the Squadron's heavy Patton tank, the light tank and the armored personnel carrier.



M – 48 90 millimeter gun tanks, delivered from Letterkenney Depot, Pennsylvania roll through Rutland on Good Friday.

The Squadron is commanded by Lt. Col. Leonard F. Wing of Rutland. Rutland units are commanded by Capt. George J. Ellwood and Capt. William R. Martin. Lt. Joseph F. Domenichini and Lt. Edward T. McKenna command troops in Bennington and Capt. Eigil deNeergaard is the commander of the Ludlow unit.

There are two outstanding Guard units in Proctor. One is the 45th Engineer Company (Dump Truck) commanded by Capt. James W. Densmore. The support unit's slogan is "You call, we haul."

Proctor and the Vermont National Guard is proud of the 40th Army Band, directed by Chief Warrant Officer Nicholas J. Principe. The band has been a contributing factor in maintaining high morale among Guard units and adding to the prestige of the state in its visits elsewhere.

The Vermont Air National Guard's backbone is the 134th Fighter Interceptor Squadron under Maj. Robert P. Goyette. This unit is located at the Burlington Airport. They use the F-89 "Scorpion" jet aircraft to perform its air defense mission.

VERMONT WING C.A.P. U.S.A.F. AUXILIARY

When the Civil Air Patrol was officially created on December 1, 1941, as the civil air arm for defense, Vermont's young State Air Guard joined as a group, making Vermont the second state in the country to have an organized Civil Air Patrol.

The State Air Guard had been formed in 1939, after the mobilization of the National Guard, prior to the war. There were twenty-nine pilots in the original organization who contributed their knowledge and the use of their planes, commanded by William Mason of Waterbury.

During the war years the CAP was busy flying missions for the Ground Observer Corps, performing search missions for the Army and, curiously, standing guard duty at the old Wilson Airport across from Howard Johnson's on Route 7, because unguarded airports were closed to flying for security reasons by the government. They even practiced simulated bombing from small planes, scattering two-pound bags of flour over many parts of the green Vermont countryside.

As today, these first senior members started cadet squadrons throughout the state, and conducted the familiar courses in navigation, meteorology, etc., according to Dr. Gray Clark, one of the original members. By the time the war ended, Vermont's CAP strength boasted 75 senior members.

Civil Air Patrol functions in two major fields. First, it is an organization with an academic and practical program intended to acquaint boys and girls 14 to 18 years of age with the social, political, economic, international and vocational facets of aviation. The cadet squadrons learn meteorology, theory of flight, navigation, aircraft engines and a variety of other aviation subjects.

Secondly, through its senior members, CAP is the primary air search and rescue agency in the country, flying an average of 77% of all domestic search and rescue missions authorized by the U.S. Air Force. Although an auxiliary of the USAF, CAP members receive no compensation for any activity, and squadrons must maintain and repair their own planes and equipment.

Cadet members of CAP find a varied program which is not all book work. Each squadron has a drill team, and competition among the various towns is keen. Each summer an encampment is held at some New England Air Force Base, where, for two weeks, the boys and girls learn at first hand how the Air Force works.



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It is not all work by any means.

Top prize of all is the international cadet exchange program when each year the best cadets are chosen for trips to various NASTO countries for five weeks of sight-seeing. This year, 135 cadets from the U.S. toured 19 foreign nations.



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Off to encampment in an Air Force plane.

Today there are cadet and senior squadrons in Bennington, Burlington, Fair Haven, Rutland, Springfield, Woodstock, Newport, Morrisville, Barre, Vergennes, Middlebury, Brattleboro and Pawlet, with a total membership of almost 300 seniors and 200 cadets. Boys and girls over 14 years of age who are interested in the development of aviation and the maintenance of air supremacy in this country will find membership in the Civil Air Patrol stimulating and rewarding.

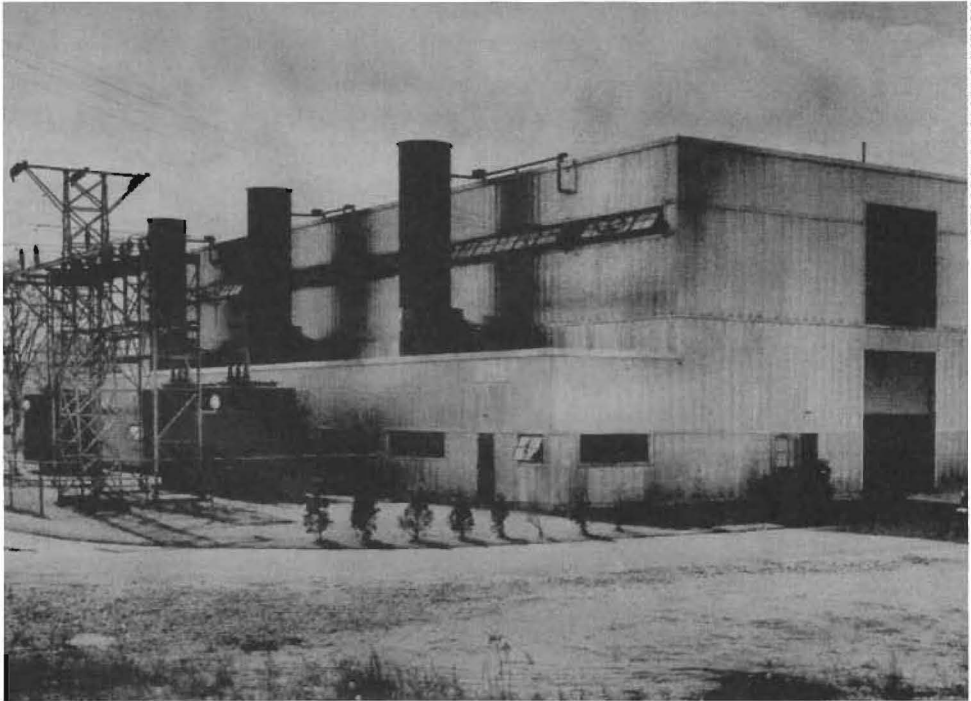
CENTRAL VERMONT PUBLIC SERVICE CORPORATION

Central Vermont Public Service Corporation, the largest electric utility in Vermont serving 60,000 customers in Vermont and with its home office in Rutland, celebrates this year its 30th anniversary.

C.V.P.S. was organized August 20, 1929 through the consolidation of eight operating utilities and has continued to grow over the years adding to its generating facilities, power output and electric service facilities to serve its Vermont customers better. In 1929 the capital employed in its business amounted to \$12,000,000 and in 1959 is approximately \$41,000,000. The kilowatt-hour sales rise is another measure of the Company's service growth. Over the 30 year period 1929-1958, kilowatt-hour sales have increased over seven times from 62,000,000 kilowatt-hours in 1929 to 455,000,000 for 1958.

New England has pioneered in the use and development of electricity. Central Vermont Public Service Corporation takes pride that it has played a part in some of these developments and novel experiments that have made for a healthy and growing electric power industry. The electric motor was invented in Brandon, Vermont, by Thomas Davenport. The first application of the transmission of electricity using step-up and step-down transformers was made at Great Barrington, Massachusetts, in 1886. The first central station steam turbine generator was installed at Hartford, Connecticut, in 1901 and the first mercury vapor boiler in 1923. In the early 1940s there was the intriguing experiment in the use of wind power for the generation of electricity conducted at the now widely known Grandpa's Knob at Rutland, Vermont. Both Maine and Vermont placed in service the early installations of the gas turbine electric generating machines and

the Company's gas turbine plant is located in Rutland, Vermont.



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Gas turbine electric power plant of C.V.P.S.

C.V.P.S. is sponsoring a New England utility of Yankee Atomic Electric Company which in 1960 is expected to introduce atomic generated power as an additional source of electric supply.

Service Area

In Vermont, Central Vermont's service area includes substantially all of the central and southern parts of the State, a substantial area in the northwest corner in and around the city of St. Albans, and territory in the northeast including the industrial town of St. Johnsbury at its center. C.V.P.S. has a wholly-owned subsidiary, Connecticut Valley Electric Company, and it sells electric service to about 7,000 customers in the Connecticut River valley section of New Hampshire. The busy city of Claremont, New Hampshire, with one of the Joy Manufacturing plants among its leading industry citizens, is the largest urban area in Connecticut Valley's territory.

The principal cities and towns in the central and southern territory of the Company are Rutland, the Company's headquarters city, Manchester, Bennington, Brattleboro, Springfield, Windsor,

Middlebury, Randolph and Bradford.

The principal business activities in the Company's territory are agriculture, manufacturing, quarrying and recreation. Vermont is noted for its machine tool businesses centered in the towns of Springfield and Windsor, as well as for its mining machinery and scales and optical goods manufacturing plants located in Rutland and St. Johnsbury. Vermont has also attracted manufacturers desiring to be close to their raw materials such as asbestos, marble, slate, copper, clay and hard and soft woods manufacturers. There are many small and diversified industries in Central Vermont's area including branch firm's of the nation's leading manufacturers.

According to the 1950 census, there were over 19,000 farms in Vermont accounting for 59.4% of the land area. Of these farms, 95% were owner operating and 5% were dairy farms. Only one other state, Wisconsin, had a larger percentage of dairy farms. Vermont has 39% of all the dairy farms in New England and approximately the same percentage of milk cows in the area. It is the principal milk shed area for metropolitan Boston and also ships some milk to New York.

Sales of electricity to farms in the Company's area measured by average use per customer of electricity is substantially ahead of the average electric use for all farms in the nation east of the 100th meridian where relatively little or no irrigation is involved. For the year 1958, the average farm customer of C.V.P.S. used 5,757 kilowatt-hours. Ten years ago the average farm customer used only 3,214 kilowatt-hours.

The commercial vacation industry has become of increasing importance to the State with such famous recreational spots as Manchester, Woodstock, and the lakes Bomoseen, St. Catherine, Morey, and Fairlee with their hotels, motels, ski slopes, summer homes and summer camps for boys and girls. More than 2,000,000 out-of-state vacationers, tourists and winter sports enthusiasts visit Vermont each year and contribute to the well being of Vermont's economy.

Electric Power Supply

Over 50% of the Company's electric power supply is purchased with St. Lawrence River Power electricity representing the major source of purchased power which was first received on September 1, 1958. Power resources of the company include 25 hydroelectric

stations and its gas turbine plant. The Company's hydro plants have an aggregate rated capacity of approximately 40,000 kilowatts. The rated capacity of the gas turbine plant is 15,000 kilowatts.

Atomic Power

Central Vermont Public Service Corporation is one of 11 New England electric utilities which have joined together to construct the first commercial atomic power plant in New England through the Yankee Atomic Electric Company. C.V.P.S. has a 3 ½% interest in the equity ownership of Yankee and will have the same proportionate share in the electrical output of the plant which is due for completion sometime in 1960. The 134,000 kilowatt Yankee Atomic plant is located in the town of Rowe, Massachusetts, which is just a few miles south of the southern border of Vermont.

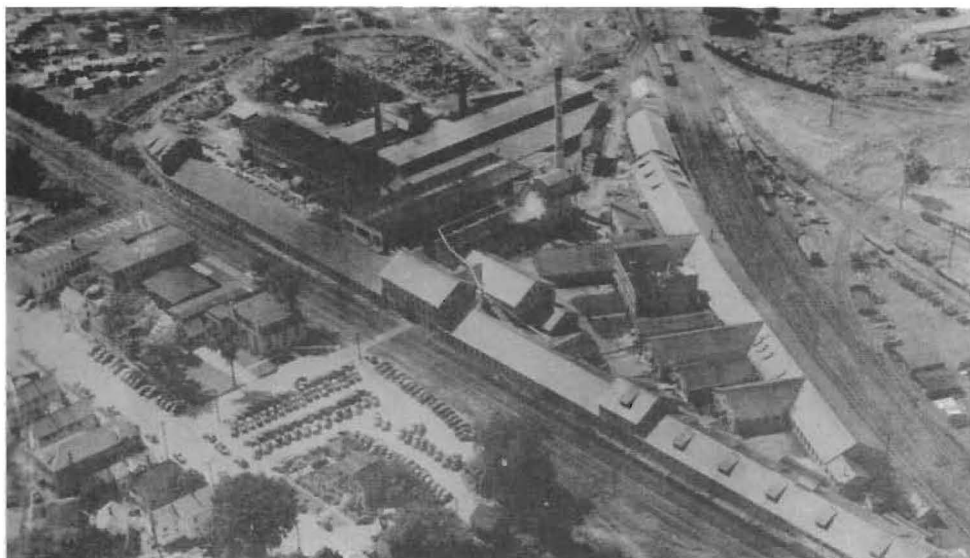
THE HOWE SCALE COMPANY

The Howe Scale Company, located in the heart of the Green Mountains in Rutland, Vermont, has a successful manufacturing history dating back over the past one hundred years.

Founded in 1857, the Company has pioneered many important advancements in industrial and commercial precision weighting equipment. HOWE beam scales, tape-drive dials, Weightographs and Mechanoprint weight recorders are world famous and extensively used by industry. A leader in the field of automatic weighing, HOWE also manufactures a wide variety of Batchmaster electronic control units which are used for programming the automatic weighing and related operations of any industrial which mixes or blends ingredients either by weight or by volume. Batchplug, a more recent HOWE development, permits instant plant formula changeover.

Factory facilities include a foundry for iron, brass and aluminum; a machine tool shop; plating, paint, welding and pattern making shop; engineering, development, assembly, sealing and inspection departments.

In 1956 The Howe Scale Company became a subsidiary of Safety Industries, Inc. In this new relationship, HOWE looks forward to a highly productive future with many more years of continued service to commerce and industry.



Howe Scale Rutland, Vermont.

GENERAL ELECTRIC

Rutland's contribution to our national defense and development of air and space technology is best exemplified by the contributions of GENERAL ELECTRIC COMPANY'S Rutland and Ludlow plants, which manufacture precision blades and vanes and tooling for small aircraft engines, jet engines which are used in turbo-prop helicopters, conventional and vertical take-off aircraft, and in missiles.

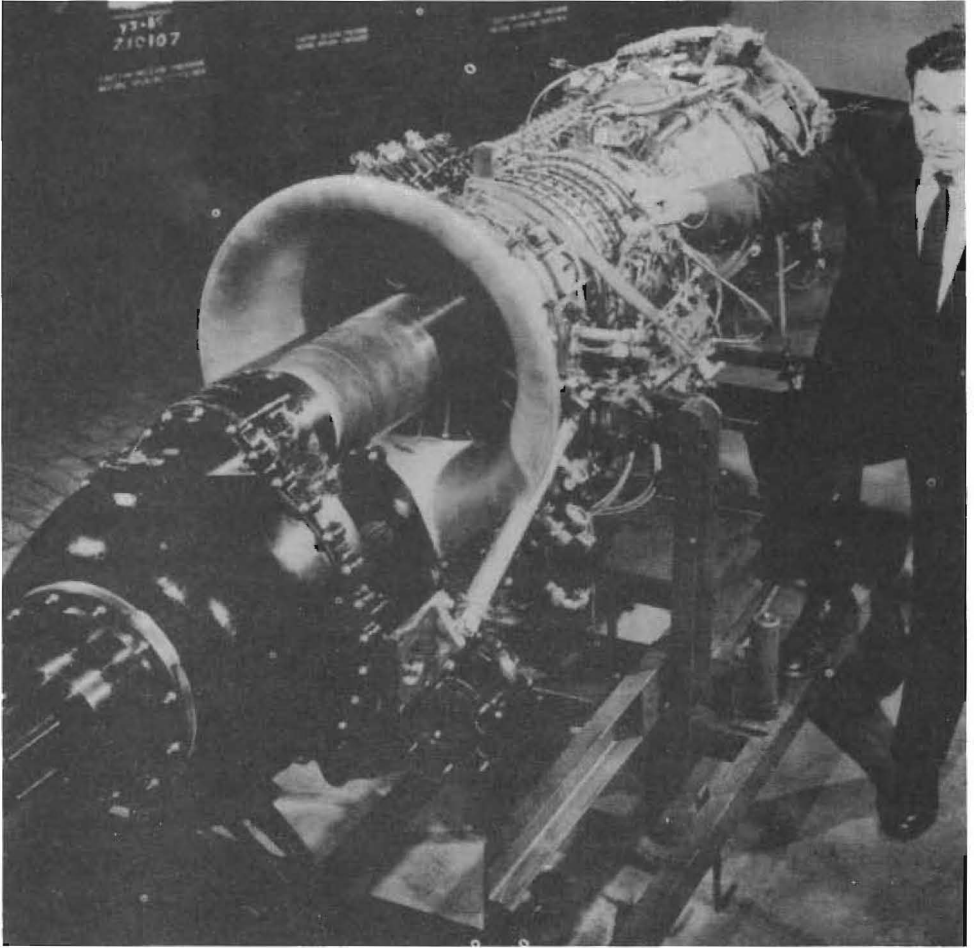
The "Jet Age" in America began in the Lynn, Massachusetts plant of GENERAL ELECTRIC, the parent plant of the local operations. It was there that the first American jet engine was made in 1941.

From this development, many large industries resulted, creating jobs for many thousands of people, and establishing new horizons in air and space travel.

In the short span of less than sixty years since the historic flight of the Wright brothers at Kitty Hawk, North Carolina, we have passed through a revolutionary "Air Age" and have entered a "Space Age," an age in which every place on earth is within overnight commuting distance.

To keep pace with the ever changing demands progress has made on industries, new and revolutionary methods must be introduced. At the nearby Ludlow plant, a new "pinch and roll"

process was developed and is now in use at the Rutland plant. This development represents a major break-through in reducing the cost of jet engines so they may have broader applications in such fields as power generation and hydrofoil boats. At the same time efficient manufacturing facilities must be geared to meet current demands for engines so vital to our national defense and development programs.



G.E. T-64 turbo prop – turbo shaft engine.

In order to meet these ambitious goals it is necessary to have personnel who realize the tremendous importance their contribution means, and take pride in their workmanship and effort to accomplish these goals. Also, of tremendous importance is a receptive community spirit, dedicated to progress, and an overall good business climate.

ANN STORY CHAPTER, D. A. R.
RUTLAND, VERMONT
Green Mountain Boy
Erected by Ann Story Chapter D.A.R
1915

It took Ann Story Chapter about fifteen years to accumulate sufficient money to raise the bronze statue which stands in the park. The statue is nine feet tall and weighs several tons. Mr. R. A. Porter, the sculptor, also cast the bronze plaque found on the huge World War I Boulder, which is located on the other side of Center Street. This Boulder was presented to the City of Rutland by the Chapter in 1921.



The statue is cleaned, oiled, and insured each year by Ann Story Chapter.

June 13, 1959, a new flag, flagpole, and floodlights, were dedicated in connection with the Champlain Festival, commemorating the 350th Anniversary of the discovery of Lake Champlain.

Outstanding Contributions of Ann Story Chapter

- History Plaque at Rutland High School.
- Flags donated to the New Rutland Hospital, Rutland Free Library, Caverly Preventorium, Hubbardton Battlefield, 127 flags for Memorial Day.
- Good Citizen Girls receive pins and certificates in 5 public high schools in the vicinity.
- Markers placed at Fort Warren, Fort Rutland, and many on the Crown Point Road.
- Donations to Girls State, Girl and Boy Scouts, Community Child Care, Vermont Crippled Children and Vermont State Society Scholarship Fund.

THE SHRINE

The Ancient Arabic Order of the Nobles of the Mystic Shrine, or more commonly known as the Shrine, was founded in 1871 in New York City, with Mecca Temple of New York being the first to receive a Charter. Since then 166 other Temples have been chartered including Cairo Temple of Rutland. These Temples are located throughout the United States, Canada, Mexico, Canal Zone and Hawaii.

Each Temple has various organizations of Uniformed Units which participate in the Temple's Ceremonials and in public and civic activities. In Cairo, the units are the Patrol, Drum Corps, Camel Corps, Motorcycle Corps and Director's Staff.

In 1922, after several years of planning, the first Shriners Hospital for Crippled Children was opened in Shreveport, Louisiana and the Shrine now owns and operates seventeen of these hospitals. Thirteen of these are located in the United States, two in Canada, and one each in Mexico and Hawaii. These hospitals are open to all children under fifteen years of age regardless of race, color or creed whose parents are unable to pay for the needed surgical, medical and hospital care for orthopedic cases. No charge is made in any case. The hospitals are financed by annual assessments on the members of the Shrine and by voluntary contributions. The Shrines also sponsor numerous activities such as All-Star Football Games to raise money for the hospitals. Many hundred of thousands of children have been treated and cured at these hospitals so they could enjoy normal and useful lives. These seventeen hospitals with their smiling faces have often been called "The World's Greatest Philanthropy."

THE ROTARY CLUB

The Rotary Club of Rutland, Vt., Inc., was chartered as a local unit of Rotary International in December 1919 and, for 40 years has been an important factor in the development and betterment of the City of Rutland, contributing much in civic improvements, youth welfare, community projects, and international service.

The Rotary Club is known and remembered for its part in providing Rotary Field House; assistance on the Swimming Pool; building construction at Rocky Pond, at the Boy Scouts' Camp Sunrise and at the Girl Scouts' Camp Tamarack; substantial

financial contribution to our new hospital and to our annual Community Chest campaign..

The Club's membership of 75 prominent business and professional men have contributed freely of their personal time and effort to a wide range of community activities, such as the Southern Vermont Basketball Tournaments, Chamber of Commerce offices and committees, numerous fund drives, and hospital offices and directors.

HISTORY OF RUTLAND KIWANIS CLUB

The Rutland Kiwanis Club was started and sponsored by the Burlington Kiwanis Club in September 1945. It was a year later in 1946 that it actually received its charter.

The Club got off to a bad start on account of the sickness of its first president, and it was through the efforts of the late Dr. Bradford Powers that on August 19, 1948, a reorganization meeting was held of a few loyal members and the club was reactivated and a new slate of officers elected headed by Dr. Powers as President. As a result of this meeting the Club started back on the road to success and achievement that has continued over the past 11 years.

The membership of the Club has always been maintained at about 30 members, but even though the Club was handicapped by this small membership, each member has worked to his utmost and thus Rutland Kiwanis has enjoyed a very fruitful career as is indicated by some of the following achievements.

The Crippled Children's Association has from the start been the pet project of the Club, and the greater portion of funds were raised and spent for this project. The Club furnished the Vermont Association for the Crippled several pieces of equipment to be used in correcting the hearing of their handicapped children at a cost of several thousand dollars.

A new station wagon was given to the Association in 1948 so they could transport the children to and from the Home for treatment. This was replaced in 1951, 1954, and again in 1958 by a special built International Bus which is now in service. In addition to this, the Club started a Milk Fund for needy families which was maintained for several years. Up until two years ago, we had an annual Christmas Party for the underprivileged

children. This was replaced by a Scholarship Fund of \$150.00 for a Rutland High School Senior. We pledged \$5800.00 to the New Rutland Hospital, \$1010.00 to the New Industries Building, and \$500.00 to the Boy Scouts. We sponsored a Midget baseball team and have given generously to other worthwhile charitable affairs. Over the past 11 years, the Rutland Kiwanis has raised and spent on worthwhile charitable projects in the Rutland Area in excess of \$60,000.00.

In 1958 a citation was presented to the Club on behalf of the National Society for Crippled Children and Adults, Inc. In addition the Vermont Association for the Crippled, Inc. gave Award to the Rutland Kiwanis for outstanding services.

Rutland Kiwanis Club is here to stay.

WHO ARE THE LIONS?

On October 10, 1917, 25 clubs joined together in Dallas, Texas to form the International Association of Lions Clubs. Today, 42 years later, there are 14,407 Lions Clubs in 99 countries or geographical locations on six continents with headquarters in Chicago, Illinois. The Lions have become the largest service organization in the world!

Twenty-one years after the first meeting of Lions in Texas, Rutland, Vermont formed its local organization under the sponsorship of the Burlington Lions Club. Since that date of September 23, 1938, the membership of 22 original charter members has expanded to a constant membership of 60.

Lions Clubs are non-political and non-sectarian service organizations dedicated to recognizing community needs and developing means of meeting those needs. Lionism is equally important in national and world service, exerting influence for national welfare, international peace, and social, cultural and economic progress.

The Lions' code of ethics and objectives is worthy of any individual's consideration. Among the eight items in the Code of Ethics is "to aid my fellow men by giving my sympathy to those in distress, my aid to the weak and my substance to the needy."

Just one of six Lions' objectives is "to promote the theory and practice of the principles of good government and good citizenship."

The Rutland Lions Club's accomplishments cover an extensive

field including aid to the blind by assistance at auctions, house painting, and the sale of brooms which have made by the blind. Eyeglasses are also purchased for needy children.

Young people are an important part of the Rutland community. Many hours have been spent at the Girl Scout Camp chopping wood, building the swimming pool and clearing brush. There is a Junior Lion representative who attends the regular Lions' meetings from Mount St. Joseph's and Rutland High School.

Sponsorship of the New England Music Festival was probably one of the most outstanding activities. Hundreds of student musicians from the six state area converged on Rutland to be housed, fed, entertained and joined together to rehearse and perform in a magnificent concert. Several years later the Lions sponsored the Southern Vermont Music Festival, an equally rewarding task.

At Christmas all Lions contribute many hours and much "know-how" in collecting, repairing, restoring and distributing toys to boys and girls who, otherwise, would not experience Christmas like you and me. Baskets of food are also distributed at the holiday season.

The Madison Street School was completely rehabilitated by Lions and now serves as a recreation center for old and young alike. Various city sponsored organizations hold periodic meetings there.

The Rocky Pond Recreational Area was a project in which the Lions cooperated with other service organizations and city groups with man hours and money.

The Rutland Hospital Building Fund Lion contribution was \$5,000. Regular contributions are also made to the Boy Scouts, Girl Scouts, 4-H Scholarship, Boys' State and numerous other civic needs.

Activities to raise money for the above projects include home talent shows, raffles, Home Products Show, and the sale of brooms and doormats made by the blind.

To accomplish the above the Lions give generously and willingly of their spare time to that others may benefit who could not so easily help themselves. Civic growth is the responsibility of all the community. Lionism makes a major contribution to that end in Rutland, Vermont.

THE SCARLET KNIGHTS

The Scarlet Knights, a snappy precision drill team, complete with drum and bugle sections, under the sponsorship of the Veterans of Foreign Wars, Post No. 648, Rutland, was organized in 1943.

Starting with a total strength of 16 men, and using borrowed equipment, the Corps now musters 40 men and a 4-man motorcycle corps, and inventories its equipment at over \$8,000. A completely new set of uniforms for the Corps was purchased this year.

Sparked by the enthusiasm of the Post Commander, Richard Woods, Department Commander of the VFW for Vermont, and Captain of the Color Guard, Aldo Manfredi, Past Department Commander and Corps Manager, Joseph Hannon, and Corps Director Don Bacon, the Corps averages 20 trips a year throughout New England and New York. Their precision drilling, stirring music, and bright uniforms are always eagerly sought for festive occasions.

The success of the Corps is due, in no little measure, to the untiring work of Drill Instructor Vincent Ratford and Bugle Instructor Sam Hamilton, both of Brattleboro.

The Corps is open to all interested young men, and there is no requirement that they be associated with the Veterans of Foreign Wars.

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